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COUNTRY Soviet Zone of Germany REPORT NO. [REDACTED] 25X1A

TOPIC Pinow Airfield 25X1X

EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1A

DATE OF CONTENT February 1950

DATE OBTAINED 6 and 8 March 1950 DATE PREPARED 6 April 1950

REFERENCES [REDACTED] 25X1A

PAGES 3 ENCLOSURES (NO. & TYPE) 1 sketch on ditto

REMARKS \_\_\_\_\_

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1. The Pinow (N 53/V08) airfield was observed from its eastern and western borders between 7:30 a.m. and 2 p.m. on 14 February 1950. Flying with 12 jet aircraft started at 9 a.m. Most of the planes circled the airfield only once but some remained aloft up to about one hour. Besides these 12 planes, 30 more jet aircraft of the same type were parked at the field.
2. Two radar sets with a caravan near by whose registration number began with a B, were west of the Pinowfurt (N 53/Z 98) estate. The following motor vehicles were seen at the field and in Pinow:
  - B 7-84-79 truck
  - B 7-84-80 truck
  - B 7-84-96 tank truck
  - B 5-46-49 truck
  - B 3-06-16 passenger car
  - B 3-06-18 passenger car
3. No aircraft were parked at the improvised landing field near the brass plant.
4. Some jet planes and biplanes landed at the Pinow airfield between 3 and 5 p.m. on 10 February 1950. There was no other flying. Sixty, twenty and about ten aircraft were parked on the northern, eastern and southern borders of the field respectively. In detail the following observations were made:
  - a. Four twin-engine transports, according to description, DC-3s, seven windows on the side; the gray identification numbers 17, 24 and 37 and a red perpendicular stripe behind them were also seen.
  - b. Ten to fifteen piston fighters of two different types.
  - c. Twenty-five to thirty biplanes.
  - d. At least 30 jet aircraft (see Annex) with a cylindrical bulge in the middle of each wing, 30 to 50 cm wide and 20 to 30 cm thick, extending through the entire wing chord.

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Main landing gear retracting inward; most of the planes were painted brown-gray, some white.

e. A low-wing monoplane with nose wheel, presumably jet plane with conventional wing figuration.

5. Soldiers wearing heavy clothing were standing near the aircraft on the eastern border of the airfield. The boundaries of the runway were marked by white stones or boxes. Antennas with a wind cone were seen on the main building on the northern border of the field and on a truck parked at its southern border.
6. Eighteen jet planes which were checked and preheated by numerous personnel were seen on the eastern border of the airfield at 7:30 a.m. on 13 February 1950. The noise heard was similar to that produced by wood gas generator vehicles. The first plane took off at 8:10 a.m. heading east. All 18 planes took off at intervals of 1 to 2 minutes, assembling in the air in groups of two. Seventeen of the planes were painted white, while one was painted green. About 6 biplanes and 10 to 12 more jet aircraft took off after the first group of 18 planes so that it was not possible to ascertain how long the individual planes stayed aloft. Usually the craft landed after 60 minutes. It was remarkable that the flights were made at a 10/10 degree of cloudiness at an altitude of about 1,000 meters and in intermittent showers.

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8. Seventy to eighty planes were parked at the airfield on 18 February 1950. This number includes 20 jet aircraft and 10 biplanes parked on the eastern border of the field. Several soldiers were working on these planes, which were presumably to be used for flying. However, the planes were not seen refuelling and no tank trucks were in the vicinity. Fifteen jet planes and biplanes made individual flights between 3 and 5 p.m. Truck B 7-85-31 were standing near the buildings on the northern border of the airfield.

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9.

10. Four jet planes were parked on the eastern border of the airfield in rainy weather on 26 February 1950. They were painted white and were only marked by Soviet stars on the fuselage and rudder assembly. The exhaust was painted red. A man was at work on the rear end of one of the planes. The height of the rudder assembly, judged by the height of the man standing on the plane, was estimated at about 2.30 meters.. Truck B 7-86-45 was seen in front of an occupied quartering building north of the field.

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Comment:

a. The presence in Finow of swept-back wing jet fighters side by side with conventional piston fighters is confirmed. The number of 42 jet aircraft is the greatest observed so far in Finow.

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Up to now two fighter regiments have been assumed to be stationed in Finow. From the number of jet planes seen there it is believed that at least one of the two regiments has been reequipped with jet aircraft. The previously used Yak-5 or Yak-9 planes are apparently still stationed at the airfield.

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b. [REDACTED] some of the jet planes made 60-minute flights. This endurance is also confirmed [REDACTED] 25X1X [REDACTED] It is therefore assumed that the maximum endurance of these craft is at least one hour.

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c. The cylindrical bulge at the wings of the jet planes (para 4d and Annex) was reported for the first time. It is not clear whether aircraft armament or auxiliary fuel tanks are fitted in it. No such bulges are to be seen on the photos of jet aircraft made in Finow\*. Only few jet planes may be provided with such bulges.

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d. The presence of two radar sets (para 3) is confirmed [REDACTED] A sketch, not forwarded, [REDACTED] shows that the sets are identical to those previously observed there.

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e. The presence in Finow of a few type LI-2s and of 25 to 30 Po-2s was reported several times. The presence of these planes is possibly connected with the fighter division headquarters in Finow. It is known [REDACTED] that scheduled flights from Finow are made to the Soviet Union.

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f. ANW 19318 mentioned in para 9 was repeatedly observed in the area of Berlin. It is probably assigned to a Soviet APO.

1 Annex: Sketch on ditto, Jet Plane Observed at the Finow Airfield.

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